

REUNION—These men are shown as they gathered recently for the 30th anniversary of General Petroleum's Torrance refinery. From left, front row, Earl L. Coburn, A. O. Albert, Fred R. Gobble and John H. Neeld.

A. Arnold, M. L. Root, Paul Sanders, J. W. Ellsworth, Charles H. Harris, T. J. McDermott, C. C. Lenarth, I. B. Getman, Back row, Pat Coyne, S. S. Prigg, H. J. Neiman, Ernest Erratt, John



PROPOSED TERMINAL—The architect's rendering, above, shows the Torrance Airport terminal building, tower and hotel as it will look if the plan proposed by E. E. Wilson, under an agreement with the City Council, is completed. The airport center was designed by Ragnar C. Qvale, A.I.A., who was the archi-

tect for the Phoenix Sky Harbor. Estimated cost of two million dollars will be financed by private investors. Hope was expressed that the plan could be completed before the starting date of the 1960 Powder Puff Derby, which will originate at Torrance Airport.

# 1,020 Flights Regulated in One Day at Airport

Activity at the Torrance Airport increases month by month, not only in flying activities, but also in manufacturing and in business.

87,307 flights were regulated by the Torrance Airport Tower during the first six months of its operations this year. The busiest single day was in September when 1020 flights were directed.

The citizens of Torrance were invited to inspect their airport when the Torrance Airport held Open House on September 6.

Highlights of the Open House were the Trophy Dash, the displays and exhibits of all of the companies on the Airport property, and the three bands which furnished music for the 5000 visitors.

### Improvements Completed

Several important changes and improvements have taken place during the past year at Torrance's own airport. These changes were carefully planned by Jack Egan, airport manager, with the help of Quinton Engineers who prepared a master plan for the airport's development.

The most important improvement which has gone into effect during the past year was the adoption by the City Council of new rules and regulations to improve safety at the field. Two-way radios are now compulsory, so that pilots can communicate with the tower and receive instructions for safe landings and take-offs. The Los Angeles area is known as a high density area, and these controls are most im-

portant. The control tower, which directs flights to and from the field, operates daily from 10 a.m. until sunset and on weekends and holidays from 9 a.m. until sunset.

### Lighting System

The planned, integrated system of lighting for the field has been completed, allowing 24 hour use of the field. The new runway lights are on all night. The new taxiway lights are in use. The rotating beacon atop

the control tower designates Torrance as a usable airport.

Since the airport is in operation 24 hours a day, the airport attendants now number four. Nate Kamins and Roy Pooler were joined by Curt Freeman and Bill Jones last summer. The Torrance Reserve Police also help with the airport security during the night, from 10 a.m. until 6 a.m.

The runway was recently sealed and repainted.

Bids have been let by the City Council for new taxiways and a portion of the service road for the 100'x100' hangar sites at the southeast end of the field.

At the east end of the field is the former Army Nike site. During this past year the Nike site was turned over to the National Guard. It was the first Nike site in the country to be turned over to them.

The airport was operated for several years by Edward Dietrich, Jr., President and General Manager of Collins and Dietrich, Inc.

City Takes Over  
A year ago the city assumed direct responsibility for operation. (Continued on Page 7)

## Old Timers Recall Launching of General Petroleum Plant

Thirty years of progress are being recalled at General Petroleum Corporation's Torrance refinery this month. Three decades ago the first units of the refinery went "on stream." To celebrate the anniversary seven retired members of the original force and nine men still on the job after 30 years gathered at the refinery's first units.

Since the refinery went "on stream" in February, 1929, more than 769,000,000 barrels of crude oil have been processed. Two crude units, where primary distillation takes place and where the crude oil is first processed and separated, were the first to go into operation 30 years ago. They are still being used.

A. E. Johnson, manager of the refinery, presided at the returning veterans' reunion.

Annuitants present for the ceremony were: A. O. Albert, 909 South Ash Ave., Inglewood; Fred A. Arnold, 1016 South Junita Ave., Redondo Beach; Paul Sanders, 3700 W. 6nd St., Los Angeles; J. W. Ellsworth, 700 N. Irena Ave., Redondo Beach; T. J. McDermott, 4300 So. Normandie, Los Angeles; I. B. Getman, 10321 S. La Salle Ave., Los Angeles; H. J. Neiman, Star Route, Box 276, Lucerne Valley.

Those members of the original crew who are still employed at the refinery include: M. L. Root, 3231 Greenfield Ave., Los Angeles; S. S. Prigg, 910 Holly St., Inglewood; John H. Neeld, 1039 Orchard Dr., Inglewood; John R. Gobble, 10231 Woodworth Ave., Inglewood; Charles H. Harris, 757 Others Blvd., Los Angeles; Pat Coyne, 2728 W. 78th St., In-

## Improvements in L.A. 'Strip' Reported by John S. Gibson

Public improvement expenditures in the 15th Council District exceeded \$2 million for the fourth consecutive year, it was disclosed today in year-end roundup figures released by Council President John S. Gibson.

Included were some 56 jobs consisting of storm drains, alley, street and sewer construction, tree trimming and removal. Local expenditures included cash contributions to assessment jobs on Plaza Del Amo and W. Normandie Roadway and for the removal of trees along Western Ave. Paving of another block on Plaza Del Amo from Harvard to Denker and improvement of the east half of Denker from Torrance Blvd. to 209th St. were other jobs for which contracts were awarded.

Inclusion of a storm drain along 228th St. with laterals to reach as far north as Plaza Del Amo is chief project for which funds have been provided.

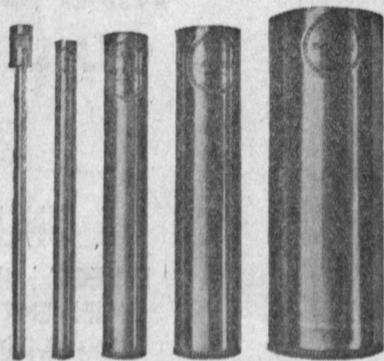
Torrance strip area drew six of the projects, costing a total of \$36,900. Gibson told members of his local advisory committee at the meeting Tuesday at Normandie playgrounds.

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# NEWEST NEWS from FELKER

A WHOLE NEW LINE OF DIAMOND PRODUCTS MADE IN TORRANCE FOR WORLD-WIDE USE!



Back in 1931 Torrance was unique in having the first diamond abrasive cut-off blade manufacturer in the world. It was this original product which fathered the ever-increasing line of products emanating from Felker Manufacturing Company, specialists in diamond abrasives.

Now Felker launches a new series of products designed to speed operations in the building and construction industry, as well as municipalities, airports, highways and large office buildings throughout the world!

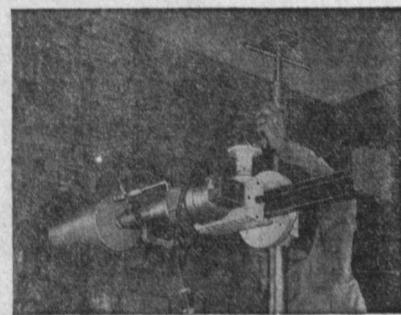
### NEW FELKER CORE-LOCK DIAMOND DRILLS

In all of the above-named industries, there's a crying need for holes... sometimes small, sometimes large, in concrete walls and floors, in runways, in brick, stone, marble and an almost limitless list of other materials. The holes may be required for inserting new plumbing lines, for drainage, electrical conduits, rail guard installations or hundreds of other purposes. Now the job is tremendously simplified. These new Felker CORE-LOCK diamond drills produce holes from 1/4" to 14" in diameter, or even larger... round, neat holes with clean edges and smooth walls!

### CORE-LOCK DIAMOND DRILLING MACHINES

To drive the new drills, a new machine was required. Here it is, complete, ready for use... The CORE-LOCK diamond drilling machine operates at any angle, horizontal to vertical. It stays put with a special vacuum attachment which holds firmly to any smooth concrete floor and overcomes the need for external bracing!

Here again, Felker leads the field in Diamond Tools... Blades and Drills and the machines on which they are used... An industry born in Torrance, now recognized all over the world!



**FELKER MANUFACTURING CO.**  
1128 Border Avenue - Torrance, California  
"World's Largest and Oldest Manufacturer of Diamond Abrasive Cut-off Blades and Machines"